





SUMMARY OF TRIP GENERATION CALCULATION FOR SENIOR LIVING

FOR 140 OCCUPIED DWELLING UNITS
(ITE CODE: 255, CONTINUING CARE RETIREMENT COMMUNITY)

	AVERAGE RATE	STANDARD DEVIATION	ADJUSTMENT FACTOR	DRIVEWAY VOLUME
AVG WKDY 2-WAY VOL	2.81	1.99	1.00	393
7-9 AM PK HR ENTER	0.12	0	1.00	17
7-9 AM PK HR EXIT	0.06	0	1.00	8
7-9 AM PK HR TOTAL	0.18	0.43	1.00	25
4-6 PM PK HR ENTER	0.14	0	1.00	20
4-6 PM PK HR EXIT	0.15	0	1.00	21
4-6 PM PK HR TOTAL	0.29	0.54	1.00	41
AM GEN PK HR ENTER	0	0	1.00	0
AM GEN PK HR EXIT	0	0	1.00	0
AM GEN PK HR TOTAL	0	0	1.00	0
PM GEN PK HR ENTER	0	0	1.00	0
PM GEN PK HR EXIT	0	0	1.00	0
PM GEN PK HR TOTAL	0	0	1.00	0
SATURDAY 2-WAY VOL	0	0	1.00	0
GEN PK HR ENTER	0	0	1.00	0
GEN PK HR EXIT	0	0	1.00	0
GEN PK HR TOTAL	0	0	1.00	0
SUNDAY 2-WAY VOL	0	0	1.00	0
GEN PK HR ENTER	0	0	1.00	0
GEN PK HR EXIT	0	0	1.00	0
GEN PK HR TOTAL	0	0	1.00	0

Note: A zero indicates no rate data available

Source: Institute of Transportation Engineers, Trip Generation Manual, 7th Edition

SUMMARY OF TRIP GENERATION CALCULATION FOR RESIDENTIAL (Bldgs. 1 & 2)

FOR 72 OCCUPIED DWELLING UNITS OF LOW-RISE APARTMENTS
(ITE CODE: 221, LOW-RISE APARTMENT)

	AVERAGE RATE	STANDARD DEVIATION	ADJUSTMENT FACTOR	DRIVEWAY VOLUME
AVG WKDY 2-WAY VOL	6.59	2.84	1.00	474
7-9 AM PK HR ENTER	0.10	0	1.00	7
7-9 AM PK HR EXIT	0.36	0	1.00	26
7-9 AM PK HR TOTAL	0.46	0.70	1.00	33
4-6 PM PK HR ENTER	0.38	0	1.00	27
4-6 PM PK HR EXIT	0.20	0	1.00	14
4-6 PM PK HR TOTAL	0.58	0.77	1.00	42
AM GEN PK HR ENTER	0.10	0	1.00	7
AM GEN PK HR EXIT	0.41	0	1.00	30
AM GEN PK HR TOTAL	0.51	0.73	1.00	37
PM GEN PK HR ENTER	0.40	0	1.00	29
PM GEN PK HR EXIT	0.22	0	1.00	16
PM GEN PK HR TOTAL	0.62	0.80	1.00	45
SATURDAY 2-WAY VOL	7.16	2.96	1.00	516
GEN PK HR ENTER	0.31	0	1.00	22
GEN PK HR EXIT	0.27	0	1.00	19
GEN PK HR TOTAL	0.58	0.77	1.00	42
SUNDAY 2-WAY VOL	6.07	2.71	1.00	437
GEN PK HR ENTER	0.30	0	1.00	22
GEN PK HR EXIT	0.26	0	1.00	19
GEN PK HR TOTAL	0.56	0.76	1.00	40

Note: A zero indicates no rate data available

Source: Institute of Transportation Engineers, Trip Generation Manual, 7th Edition

SUMMARY OF TRIP GENERATION CALCULATION FOR RESIDENTIAL (Bldgs. 3-12)

FOR 360 OCCUPIED DWELLING UNITS OF LOW-RISE APARTMENTS
(ITE CODE: 221, LOW-RISE APARTMENT)

	AVERAGE RATE	STANDARD DEVIATION	ADJUSTMENT FACTOR	DRIVEWAY VOLUME
AVG WKDY 2-WAY VOL	6.59	2.84	1.00	2372
7-9 AM PK HR ENTER	0.10	0	1.00	36
7-9 AM PK HR EXIT	0.36	0	1.00	130
7-9 AM PK HR TOTAL	0.46	0.70	1.00	166
4-6 PM PK HR ENTER	0.38	0	1.00	137
4-6 PM PK HR EXIT	0.20	0	1.00	72
4-6 PM PK HR TOTAL	0.58	0.77	1.00	209
AM GEN PK HR ENTER	0.10	0	1.00	36
AM GEN PK HR EXIT	0.41	0	1.00	148
AM GEN PK HR TOTAL	0.51	0.73	1.00	184
PM GEN PK HR ENTER	0.40	0	1.00	144
PM GEN PK HR EXIT	0.22	0	1.00	79
PM GEN PK HR TOTAL	0.62	0.80	1.00	223
SATURDAY 2-WAY VOL	7.16	2.96	1.00	2578
GEN PK HR ENTER	0.31	0	1.00	112
GEN PK HR EXIT	0.27	0	1.00	97
GEN PK HR TOTAL	0.58	0.77	1.00	209
SUNDAY 2-WAY VOL	6.07	2.71	1.00	2185
GEN PK HR ENTER	0.30	0	1.00	108
GEN PK HR EXIT	0.26	0	1.00	94
GEN PK HR TOTAL	0.56	0.76	1.00	202

Note: A zero indicates no rate data available

Source: Institute of Transportation Engineers, Trip Generation Manual, 7th Edition



TO: Brian S. Bacchus (Principal Planner – Land Use Control)
FROM: Alex Farmer
CC:
DATE: January 22, 2009
PROJECT: Forest Creek P.D.
RE: Fiscal Impact Information and Additional Restrictions

Mr. Bacchus:

Concerning the upcoming submittal to the County of Forest Creek Planned Development, we have discussed three items that you needed us to provide to complete the submission package.

First, in order to complete the Shelby County Fiscal Impact Model, you needed a cost per square foot for the proposed apartment buildings (including clubhouse), and a cost per square foot for the senior living component. The costs are as follows:

Multi-family

\$55.71 per square foot
X 38,807 square foot per building
= \$2,161,725 per building

X 12 Buildings (including 5000 square foot community building)
= \$25,940,700 (total for multi-family component)

Seniors

\$65.00 per square foot
X 156,773 square feet
= \$10,191,245 (total for senior component)

Combining the above estimates yields a total development cost of \$36,131,945.00.

In addition to the related costs, we would also like to comment in regards to the manner in which the average number of pupils is calculated. Our projected distribution of apartments yields 175 one bedroom units, 237 two bedroom units and 20 three bedroom units. With reasonable consideration, it would not be likely that a one bedroom unit would generate a pupil at all. In addition, according to Edward Rose's historical data, the number of tenants with children is very low. It is our opinion that these combined factors should be taken into



TETRA TECH

consideration when estimating the average number of pupils per unit.

Another item needed to complete the submission package was the list of additional architectural restrictions. Both the developer and property owner have agreed to the following:

1. All buildings shall have a minimum brick façade of 30%.
2. Total developed area shall contain a minimum of 45% open space.
3. The development shall contain at minimum a 4000 square foot community building with amenities available for use by multi-family residents.

Finally, a preliminary traffic analysis was performed to evaluate the impact of the additional residents in the area. A field investigation of surrounding destinations was completed, and standard traffic analysis and trip generation models were applied to the proposed number of units. According to the preliminary traffic analysis, during peak hour flows, trips generated by the proposed apartment and senior community will not have a great effect on congestion in the area. More importantly, the analysis points out that residents living and traveling along Mayfield Drive should not perceive a noticeable increase in traffic. In addition to a minimal increase of traffic on Mayfield drive, the connector also provides an opportunity for decreased traffic at the intersection of Mayfield Drive and Shelby Drive, thus potentially offsetting the imposed increase. See the attached letter and supporting documents for further explanation.

Please let me know if there is anything else that you need from us to include with this submittal.

Tetra Tech, Inc.

65 Union Avenue, Suite 300, Memphis, TN 38103
Tel 901.523.9500 Fax 901.523.9502 www.tetrattech.com